

CENTRAL INTELLIGENCE AGENCY **SECRET**

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DATE DISTR. 14 Nov 1951

NO. OF PAGES 3

SUPPLEMENT TO
REPORT NO.

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1. Spring combat training at Zwoelfxing Airfield began about the middle of February and continued through March and April. For the first 2-2½ months, training was by single aircraft, each pilot and crew training in their own aircraft. This individual training consisted primarily of gunnery and bombing practices. Each crew generally flew twice weekly. Later, training was by flights of three, each flight consisting of a flight leader and two wing men. At first, bombing was still by individual aircraft, but after a week or so, dropping was by flight, with the flight shturman giving a radio signal for "bombs away". Bombing was done with a simple telescopic sight, generally from 1000-1500 m.
2. Bombing ranges were located at Szekesfehervar (4712N-1825E) and Magyarvar (4752N-1716E), Hungary. I saw a photograph of one of the Hungarian bombing ranges on the occasion of my squadron's taking first place in bombing accuracy in [redacted] 1950. The target was a cleared area in the shape of an irregular circle with a rectangle in the center. Practice missions generally took place on Wednesday and Friday. Missions were planned the evening before at a briefing attended by the Regiment Commanding Officer, Squadron Commanding Officer's shturmans, and pilots. The briefing was general, covering mission, times, bomb or ammunition loads, targets, method of firing or bombing, signals, methods of obtaining clearances at ranges. Later, a detailed briefing took place on the Squadron level. In spring, missions usually began at 1000-1100.

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3. For bombing missions, aircraft generally carried two to three 100 kg bombs. Evasive action was taken until the aircraft reached the IP (Initial Point). From this point no further variations in course or altitude were permitted. The shturman verbally directed the pilot to the target and then dropped the bombs. Bombing accuracy was judged by photographs taken by the shturman who dropped the bombs. These photographs were taken by a remotely controlled camera installed either at the rear of the nacelles or on the belly of the aircraft aft of the wing, under the radio operator's position. The belly position was generally used. The camera was called AFA-1 (aviatsionnyi fotoapparat); I know nothing about its construction or operation.
 4. [redacted] on 20-22 Apr 51 for regimental maneuvers. Bombing was then done by squadron, with the squadron shturman functioning in the same as the flight shturman had earlier.
 5. Gunnery training consisted of firing at tow-targets towed by any PE-2 aircraft assigned to the job. The target sleeve was 250 m behind the towing aircraft. Gunnery practice took place over Lake Balaton (4650N-1740E), Hungary, and Lake Neusiedler (4750N-1647E), Austria. Practice firing was a part of virtually every mission, including bombing missions. Each aircraft fired 50-60 rounds on each mission.
 6. Practice parachute jumps were required once or twice a year of all flying personnel. These jumps took place over Zwoelfaxing in the summer.
 7. There was physical training for 20 minutes every morning except on days when large-scale flying was scheduled. It took place immediately after reveille (0700-0710). Athletic teams, including football, basketball, tennis and volleyball, were released from their duties for training, particularly on the two days preceding a match with another organization.
 8. There were ground school courses during bad weather, generally in the winter. The regimental Commanding Officer and Squadron Commanding Officers instructed pilots in all aspects of flying; squadron shturmans instructed other shturmans; and engineers taught mechanics. Pilots were trained in a home-made flight trainer constructed by the mechanics of the airfield; they practiced maneuvers as well as navigation. Theoretical air tactics were taught by means of blackboards and model aircraft. Shturmans studied various navigation problems, as well as theories of gunnery, and had bombardier training which consisted of classroom problems in the theory of bombing and practice bombing in a "bomb trainer" which resembled the cockpit of a PE-2 aircraft. This trainer was called ESR-6 (elektro sbrasyvatel'-6) and consisted only of an intercalometer and a rack-selector dial. There was no training in sighting. This "bomb trainer" also contained a mechanical salvo lever which shturmans practice pulling. There was no other facility for bombardier training at Zwoelfaxing Airfield.

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9. Mechanics received very little classroom instruction. About five or six times a year they were given highly theoretical lectures on combustion engines and aerodynamics. Most of their training was in the form of OJT (on-the-job-training) under the guidance of engineering officers on the line or in hangars. This training consisted of practical demonstrations in repair and maintenance.
 10. All personnel received political training for four hours per week. Officers were lectured on "Questions of Marxism and Leninism" and enlisted men were taught the "History of All-Union Communist Party of Bolsheviks". These classes were conducted by pilots and shturmans who had completed the Course for Political Officers in the Officers' School at Debrecen (4732N-2137E), Hungary.

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